

Parking Study  
Downtown Pawcatuck  
Stonington, CT

Prepared For:  
Pawcatuck Revitalization Organization

With Financial Support From  
Community Economic Development Fund  
Washington Trust  
Town of Stonington

By:  
Harrall-Michalowski Associates

November 2007

## Parking Study Downtown Pawcatuck Executive Summary

The purpose of the Parking Study for Downtown Pawcatuck was to analyze the current parking supply and usage in the area as well as to compare potential future demand with supply. As part of this future demand estimate, the impact of current zoning regulations on the number of required parking spaces was considered. This task included an analysis of the effectiveness of the shared parking provision in the zoning regulations.

A field survey of parking supply and usage was conducted on a Saturday in August 2007 and a Friday in September 2007 at various times throughout the day. At present, 422 off-street parking spaces and 50 on-street spaces exist in the Downtown. At five different time periods over the two field survey days, the usage of the 422 off-street spaces ranged from a low of 112 to a high of 156. The usage of the 50 on-street spaces ranged from a low of 15 to a high of 26.

It should be noted that there are several buildings in the Downtown presently either partially or fully vacant. Therefore, the current parking usage does not reflect the full potential demand. In order to estimate the full potential demand, an analysis of all properties in the area was made utilizing the square footage of buildings and the zoning requirement for parking based on this square footage. Since vacant buildings have the potential for various uses, some alternative assumed uses were employed to provide a range of demand. This analysis resulted in a parking deficit in the range of 33 to 111 spaces depending on the assumed use.

The study then presented a parking strategy going forward. It was concluded that the current zoning regulation for shared parking limits its feasibility due to potential costs to the property owner to prepare an application for shared parking and the encumbrance through a deed restriction on the future use of property. This is particularly true for property owners who already have sufficient parking on site and would be providing excess capacity to other property owners. There is no real incentive for this system to work.

The study concluded with recommendations for a revision of the shared parking concept to be a more active public/private partnership. Such a partnership has the potential for incentives for participation as well as central management of the parking. It is also recommended that this parking issue be addressed within the framework of a new zoning district specifically tailored to address the needs of Downtown Pawcatuck. This new zoning district should have parking standards appropriate for the area. In addition, overall design criteria should be included in the district including the potential for a building façade improvement program currently under study by the Pawcatuck Revitalization Organization and the Stonington Economic Development Commission.

### Existing Parking and Current Usage

The overall study area as shown on Map 1 includes an area generally bordered by the Pawcatuck River, Mechanic Street, Broad Street, Lincoln Avenue, Noyes Avenue, Liberty Street and the railroad tracks. The study area was field surveyed to determine land use patterns, pedestrian and vehicular linkages and the extent of existing on-street and off-street parking spaces. As a result of this field survey, the study area was refined to include an area which logically functions as the Pawcatuck Downtown or is a transitional area with the potential to provide parking resources to serve the Downtown.

Within this area, there are 422 parking spaces in off-street parking lots. These parking lots include those dedicated to specific uses on the same property as well as the public parking lot adjacent to the river. Several of the lots are not developed with paved surfaces nor clear marking of spaces. In those situations, an estimate of capacity was made. The site of the future Dunkin Donuts on Liberty Street is included with 22 spaces per the approved site plan. The site behind the proposed pharmacy/ ice cream shop on the Soloman property has been included at 20 spaces in this count. Table 1 lists the estimated capacity for each off-street lot as well as usage during specified periods. The identification number for each lot corresponds to the number on Map 2.

The parking areas listed on Table 1 have been divided into sub-areas on a geographic basis as follows:

Downtown North – Lots 1 through 9  
Downtown South – Lots 10 through 17  
Broad Street Gateway – Lots 18 through 21  
Liberty Street Gateway – Lots 22 through 28

In addition to off-street parking areas, there are spaces located on selected street segments. These spaces, while limited by the need to provide traffic movement capacity, are located primarily within the center of the downtown. These spaces are also shown on Map 2. Table 2 lists the estimated capacity of each on-street parking area as well as usage during specified periods. These estimates are somewhat general due to the lack of pavement markings, but a total approximately 50 spaces exist presently.

These on-street spaces have been divided into sub-areas as follows:

Downtown – Areas A through D  
Gateways – Areas E through F

### Parking Usage

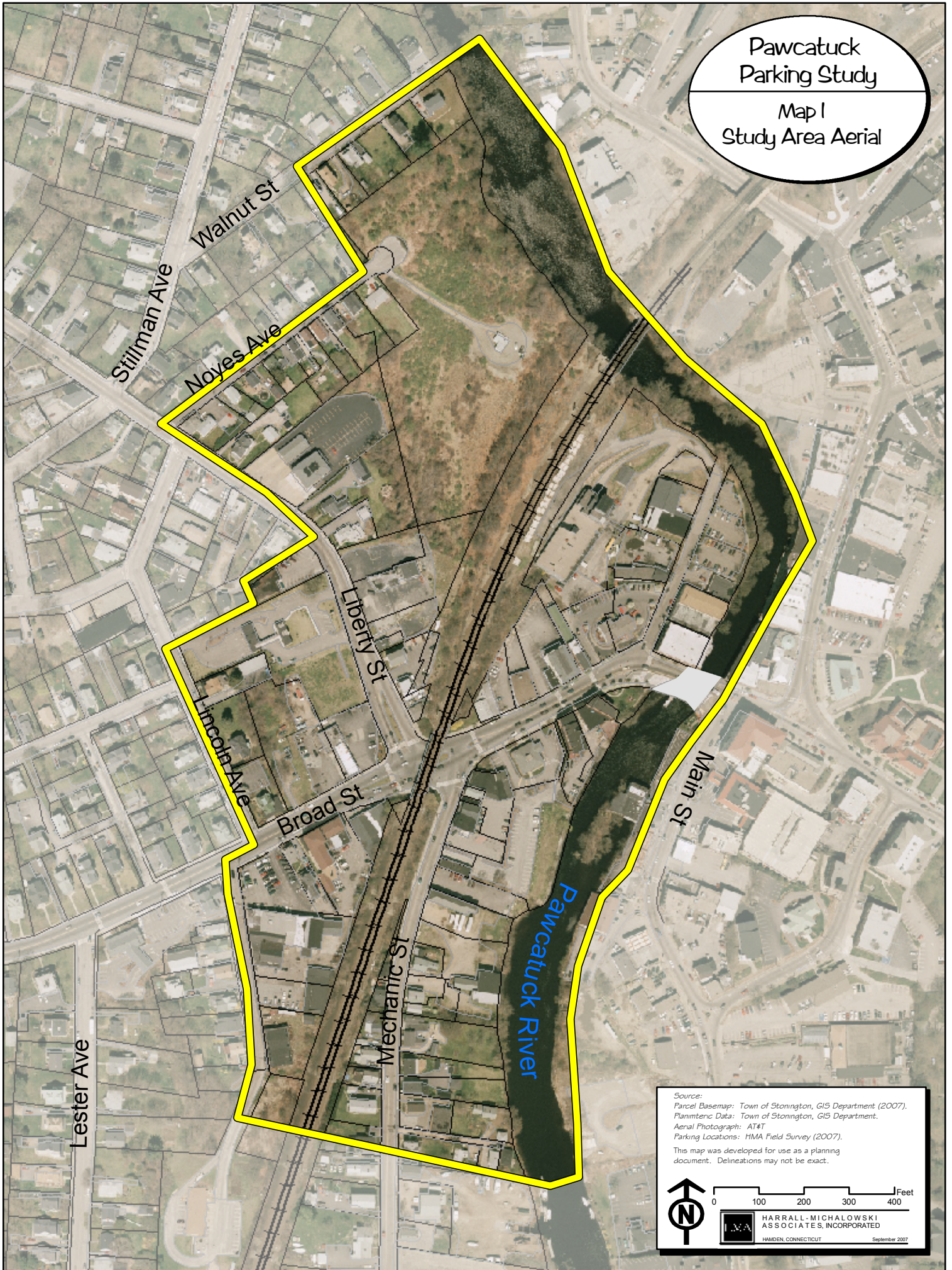
A field survey to determine the usage of parking spaces was conducted on Saturday, August 25, 2007. Counts of parking usage were taken at three times during the day:

- ◆ 12:30 – 1:30pm
- ◆ 1:30 – 2:30pm
- ◆ 5:00 – 6:00pm



# Pawcatuck Parking Study

## Map I Study Area Aerial



Source:  
Parcel Basemap: Town of Stonington, GIS Department (2007).  
Planimetric Data: Town of Stonington, GIS Department.  
Aerial Photograph: AT&T  
Parking Locations: HMA Field Survey (2007).

This map was developed for use as a planning document. Delineations may not be exact.



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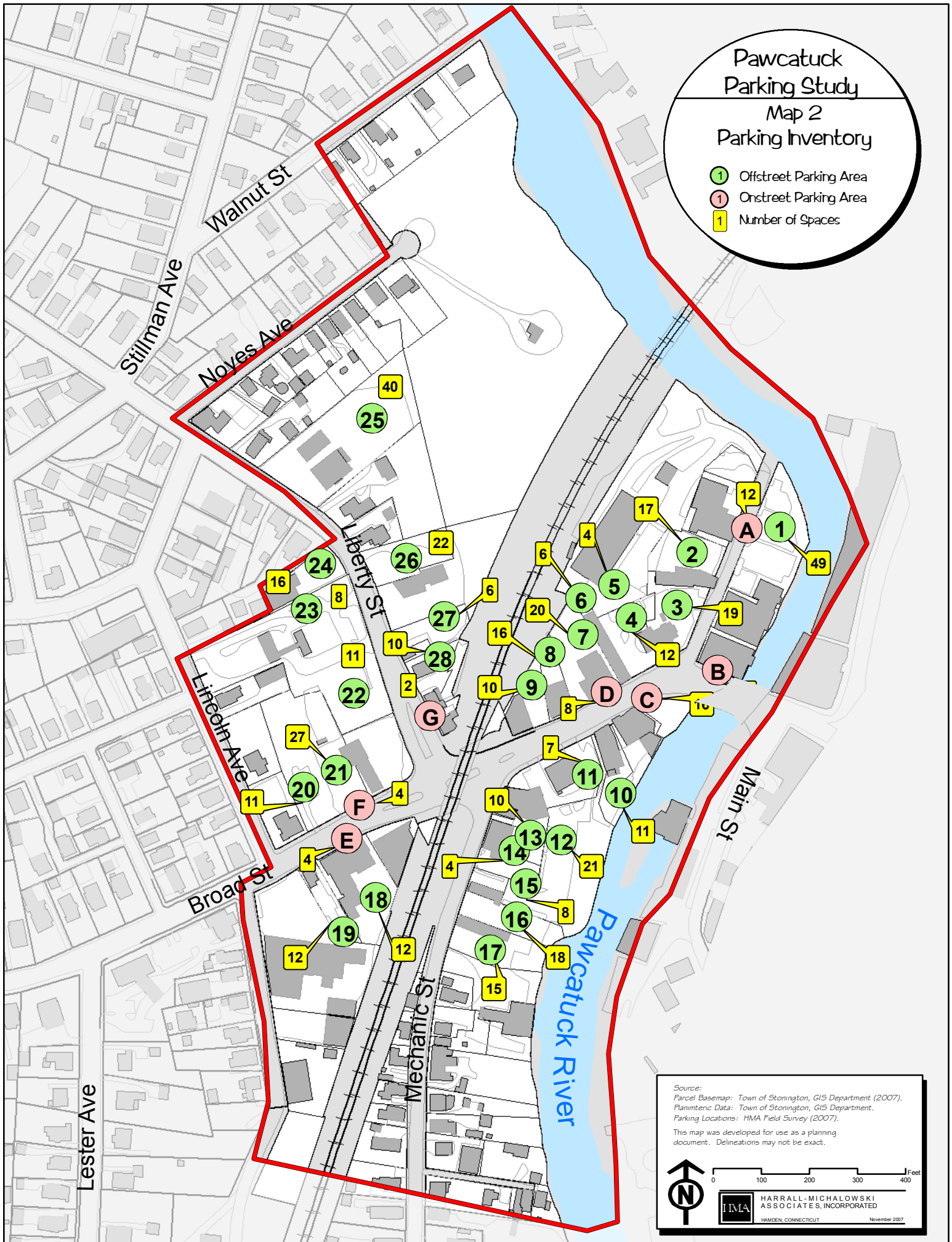
September 2007



# Pawcatuck Parking Study

## Map 2 Parking Inventory

- ① Offstreet Parking Area
- ① Onstreet Parking Area
- 1 Number of Spaces



Source:  
Parcel Basemap: Town of Stonington, GIS Department (2007).  
Planimetric Data: Town of Stonington, GIS Department.  
Parking Locations: HMA Field Survey (2007).

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0 100 200 300 400 Feet



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November 2007

Table 1 presents the results of the survey for these three time periods.

<b>Table 1</b>				
<b>Saturday 8/25/07 Off-Street Parking Areas Usage</b>				
<b>Parking Lot</b>	<b>Number of Spaces</b>	<b>12:30-1:30</b>	<b>1:30-2:30</b>	<b>5:00-6:00</b>
<b>Downtown North</b>				
<b>1</b> (1-5-4)	49	34	35	26
<b>2</b> (1-4-13)	17	8	8	4
<b>3</b> (1-4-10)	19	5	4	1
<b>4</b> (1-4-9)	4	0	0	0
<b>5</b> (1-4-18)	12	0	0	0
<b>6</b> (1-4-7)	6	0	0	0
<b>7</b> (1-4-6)	20	0	0	0
<b>8</b> (1-4-4)	16	0	0	0
<b>9</b> (1-4-2)	10	0	0	0
<b>Downtown South</b>				
<b>10</b> (3-28-3)	11	7	7	8
<b>11</b> (3-28-4)	7	1	1	1
<b>12</b> (3-28-5)	21	4	1	4
<b>13</b> (3-28-7)	10	4	7	10
<b>14</b> (3-28-10)	4	2	4	2
<b>15</b> (3-28-12)	8	1	4	0
<b>16</b> (4-7-1)	18	9	2	5
<b>17</b> (4-7-2)	15	3	4	6
<b>Broad Street Gateway</b>				
<b>18</b> (4-5-3)	12	8	6	8
<b>19</b> (4-5-5)	12	1	1	1
<b>20</b> (3-21-2)	11	5	5	5
<b>21</b> (3-21-3)	27	17	10	8
<b>Liberty Street Gateway</b>				
<b>22</b> (3-21-6)	11	1	4	3
<b>23</b> (3-21-6)	8	3	4	2
<b>24</b> (3-21-7)	16	4	6	6
<b>25</b> (1-3-14)	40	2	2	2
<b>26</b> (1-3-17)	22	0	0	0
<b>27</b> (1-3-19)	6	4	5	6
<b>28</b> (1-3-21)	10	2	3	4
	<b>422</b>	<b>125</b>	<b>123</b>	<b>112</b>

During the same time periods that the off-street parking lots were surveyed, on-street parking was surveyed. Table 2 presents the results of this survey.

<b>Table 2</b>				
<b>Saturday 8/25/07 On-Street Parking Areas Usage</b>				
<b>On-Street Area</b>	<b>Number of Spaces</b>	<b>12:30-1:30</b>	<b>1:30-2:30</b>	<b>5:00-6:00</b>
<b>Downtown</b>				
A	12	5	6	3
B	4	4	4	4
C	16	7	7	4
D	8	1	0	0
<b>Gateways</b>				
E	4	2	3	2
F	4	2	2	0
G	2	2	1	2
	<b>50</b>	<b>23</b>	<b>23</b>	<b>15</b>

A second field survey to determine the usage of parking spaces was conducted on Friday, September 21, 2007. Counts of parking usage were taken at two times during the day:

- ◆ 11:00 am – 12:00pm
- ◆ 12:00 pm – 1:00 pm

A Friday was chosen to encompass what is traditionally a busy banking day since there are three financial institutions in the study area. The mid-day time was chosen to include both business activity and the lunch hour. Table 3 presents the results of the survey for these time periods.

<b>Table 3</b>			
<b>Friday 9/21/07 Off-Street Parking Areas Usage</b>			
<b>Parking Lot</b>	<b>Number of Spaces</b>	<b>11:00-12:00</b>	<b>12:00-1:00</b>
<b>Downtown North</b>			
<b>1</b> (1-5-4)	49	29	25
<b>2</b> (1-4-13)	17	8	13
<b>3</b> (1-4-10)	19	4	3
<b>4</b> (1-4-9)	4	1	1
<b>5</b> (1-4-18)	12	1	0
<b>6</b> (1-4-7)	6	1	0
<b>7</b> (1-4-6)	20	1	1
<b>8</b> (1-4-4)	16	1	0
<b>9</b> (1-4-2)	10	5	1
<b>Downtown South</b>			
<b>10</b> (3-28-3)	11	7	7
<b>11</b> (3-28-4)	7	8	3
<b>12</b> (3-28-5)	21	6	11
<b>13</b> (3-28-7)	10	1	15
<b>14</b> (3-28-10)	4	0	7
<b>15</b> (3-28-12)	8	0	1
<b>16</b> (4-7-1)	18	4	7
<b>17</b> (4-7-2)	15	4	9
<b>Broad Street Gateway</b>			
<b>18</b> (4-5-3)	12	5	5
<b>19</b> (4-5-5)	12	3	3
<b>20</b> (3-21-2)	11	14	11
<b>21</b> (3-21-3)	27	20	14
<b>Liberty Street Gateway</b>			
<b>22</b> (3-21-6)	11	7	8
<b>23</b> (3-21-6)	8	2	2
<b>24</b> (3-21-7)	16	1	4
<b>25</b> (1-3-14)	40	2	3
<b>26</b> (1-3-17)	22	0	0
<b>27</b> (1-3-19)	6	0	0
<b>28</b> (1-3-21)	10	1	2
	<b>422</b>	<b>136</b>	<b>156</b>

During the same time periods that the off-street parking lots were surveyed, on-street parking was surveyed. Table 4 presents the results of this survey.

Table 4			
Friday 9/21/07 On-Street Parking Areas Usage			
On-Street Area	Number of Spaces	11:00-12:00	12:00-1:00
<b>Downtown</b>			
A	12	6	7
B	4	5	4
C	16	8	8
D	8	0	3
<b>Gateways</b>			
E	4	2	2
F	4	0	1
G	2	0	1
	<b>50</b>	<b>21</b>	<b>26</b>

### Observations

Within the core of the downtown, not surprisingly, the off-street and on-street spaces closest to the bridge where buildings are occupied were found to have the highest levels of use. This was best reflected in Lot #1 on Cogswell Street. This lot serves the mixed-use development between Cogswell, W. Broad Street and the river. This area is currently the most vibrant portion of the Downtown. The public parking area near the river behind Citizens Bank and C.C. O'Brien's (Lot #12) had limited use due to the number of vacant buildings on the south side of W. Broad Street. An area where parking is utilized are Lots 13, 14, 15, 16 and 17 serving C.C. O'Brien's, The Workingman's Club and Han's on Mechanic Street. The pattern of usage of these lots can best be seen by comparing the use on Friday between 11:00 and 12:00 with the use between 12:00 and 1:00. There were 39 spaces occupied between 12:00 and 1:00 as compared to 9 between 11:00 and 12:00. This can be attributed to the lunch hour business of establishments in this area.

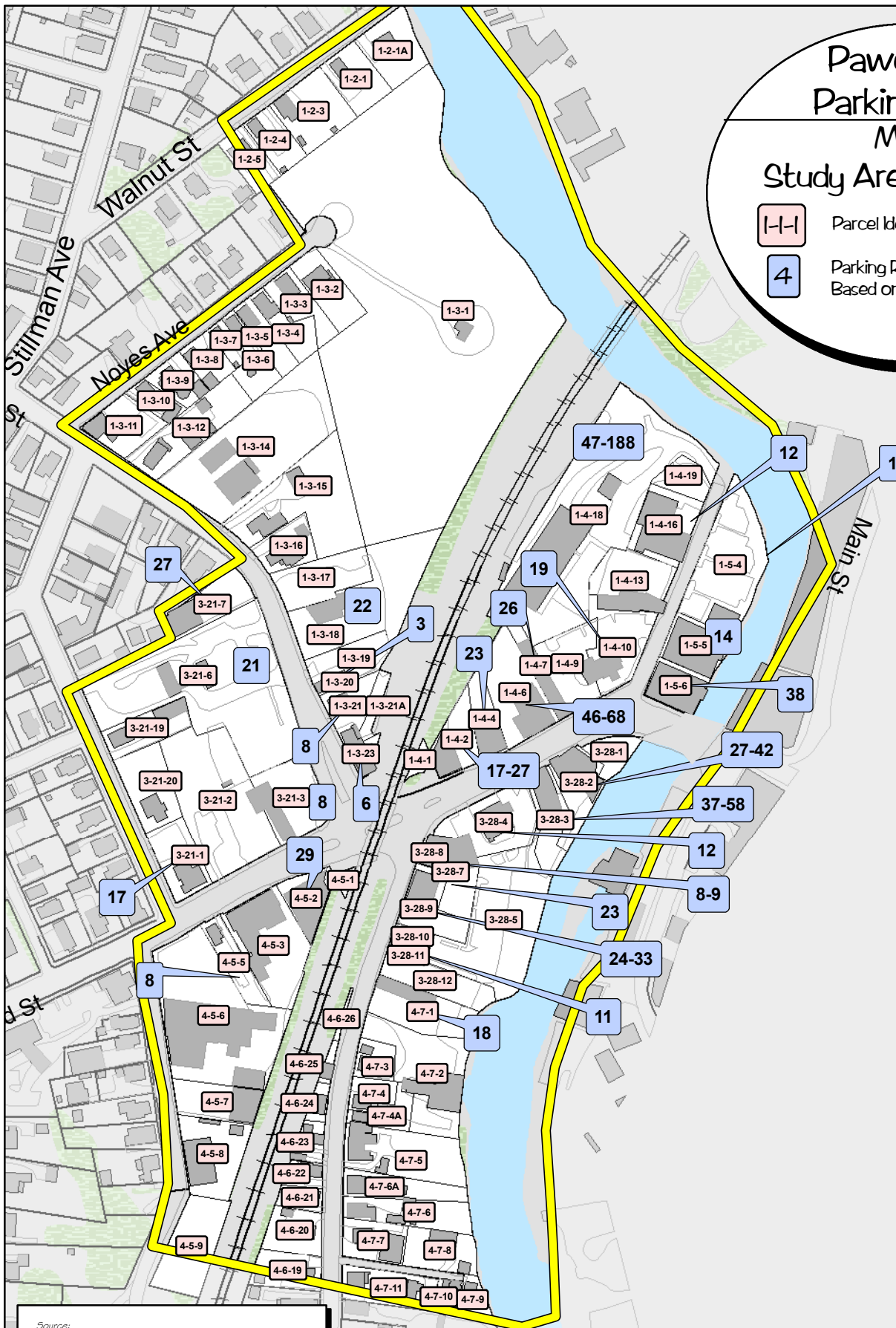
Citizen's Bank and the credit unions on Liberty Street and W. Broad Street were all closed during the Saturday counts. However, even on the Friday, at mid-day, which is traditionally a busy banking time, the capacity of lots serving these uses was not reached. This usage pattern reflects changes wherein electronic banking and use of the drive through has become prevalent. The Elm Tree Apartments and Good Times Tavern as well as the Hair Salon on Broad Street had available off-street parking capacity during all observation periods. The Mobil Gas Station has high levels of parking occupancy both in its main parking area and the lot to the west.




### Estimated Parking Demand Based On Zoning Requirements

Since a significant amount of building space in the study area is currently vacant, it is necessary to compute estimated parking demand assuming full occupancy based on the zoning requirements for parking. Since the exact future occupancy of properties is difficult to predict and there are different parking requirements for different uses, a range of demand is more logical than a single number of spaces. Assessor's information linked to mapping within the Stonington GIS has been used to estimate these ranges. Table 5 presents these ranges for parking requirements on a parcel-by-parcel basis. Map 3 summarizes these estimates in graphic form.



- Parcel Identification
- Parking Requirement Based on Zoning





 Feet  
 0 100 200 300 400  

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 September 2007

**Table 5**  
**Estimated Parking Demand Based On Zoning Regulations**

Parcel ID	Assessor Land Use	Owner	Square Footage of Building	Parking Spaces	Assumed Use 1	Assumed Use 2	Parking Demand Range
1-3-14	MUNICIPAL FIRE DEPT.	PAWCATUCK FIRE DISTRICT	16,255	40			
1-3-17	PARK LOT	17 LIBERTY STREET LLC	0	22			
1-3-18	STORE/SHOP MDL-94	17 LIBERTY STREET LLC	5,362		Future Dunkin Donuts		22
1-3-19	PARK LOT	17 LIBERTY STREET LLC	0	6			
1-3-20	STORE/SHOP MDL-94	17 LIBERTY STREET LLC	456		Retail		3
1-3-21	STORE/SHOP MDL-94	PHOUMINDR HATLASITH	8,928	10	Res		8
1-3-21A	UNDEV LAND	PHOUMINDR HATLASITH	0				
1-3-23	STORE/SHOP MDL-94	WHIPPLE ENTERPRISES LLC	1,124		Retail		6
1-4-1	STATE	CONNECTICUT STATE OF	0				
1-4-10	REST/CLUBS	TIM HORTONS(NEW ENGLAND) INC	2,891	19	Restaurant		19
1-4-13	STORE/SHOP MDL-94	JPM MANAGEMENT LLC	6,622	17	Restaurant/Res		
1-4-16	INDUSTRIAL MDL-96	VACCA ARCHITECTURAL WOODWORKING LL	12,056		Industrial		12
1-4-18	COMM WHSE MDL-96	DECIANTIS FRANK C TRUSTEE	47,325	4	Industrial	Office	47-188
1-4-19	ACC CM LND	DECIANTIS FRANK	0				
1-4-2	STORE/SHOP MDL-94	HANSON DOUGLAS W	5,416	10	Store/Office	Store/Res	17-27
1-4-4	BANK BLDG	STONINGTON COMM CREDIT UNION INC	5,832	16	Credit Union		23
1-4-6	STORE/SHOP MDL-94	SOLOMON PETER	15,777	20	Store/Office	Store/Res	46-68
1-4-7	OFFICE BLD MDL-94	COASTAL ASSOCIATES	6,578	6	Office		26
1-4-9	ACC CM LND	ATTERBURY SHIRLEY A	0	12			
1-5-4	Condo NL MDL-05	Multiple	2,364 / 1 D'U'	49	Res		1
1-5-5	Condo NL MDL-05	Multiple	11,546 / 14 D'U's		Res		14
1-5-6	Condo NL MDL-05	Multiple	5,670 (C) / 10 D'U's		Retail/Res		38
3-21-1	OFFICE BLD MDL-01	PAUL CROSS ASSOCIATES	5,463		Office/Res		17
3-21-2	DEVEL LAND	MOBIL OIL CORP	0	38			
3-21-3	RTL GAS ST	MOBIL OIL CORP	1,936		Gas Station		8
3-21-6	BANK BLDG	CHARTER OAK FEDERAL CREDIT UNION	5,339	19	Credit Union		21
3-21-7	STORE/SHOP MDL-94	MCBRIDE DAVID F & CAROLYN C	5,304	16	Retail		27
3-28-1	MUN TOWN MDL-00	STONINGTON TOWN OF	0				
3-28-10	MUN TOWN MDL-00	STONINGTON TOWN OF	0				
3-28-11	FRATNL ORG MDL-94	PAWCATUCK WORKINGMENS CLUB INC	2,200		Club		11
3-28-12	ACC CM LND	PAWCATUCK WORKINGMENS CLUB INC	0	18			
3-28-2	STORE/SHOP MDL-94	BLACKALL FREDERICK S	9,571		Retail/Office	Retail/Res	27-42
3-28-3	STORE/SHOP MDL-94	BELLI JAMES Q	13,480	11	Retail/Office	Retail/Res	37-58
3-28-4	BANK BLDG	CITIZENS SAVINGS BANK	3,012	7	Bank		12
3-28-5	MUN TOWN MDL-00	STONINGTON TOWN OF	0	29			
3-28-7	STORE/SHOP MDL-94	VACCA STEPHEN C	4,647	10	Retail		23
3-28-8	STORE/SHOP MDL-94	HANSON DOUGLAS W	1,892		Office	Retail/Res	8-9
3-28-9	REST/CLUBS	PAWCATUCK RIVER PROPERTIES LLC	7,352	4	Rest/Office	Restaurant/Res	24-33
4-5-1	STATE	CONNECTICUT STATE OF	0				
4-5-2	STORE/SHOP MDL-94	88 WEST BROAD LLC	5,848		Retail		29
4-5-3	INNS MDL-94	FALCONE JOSEPH R JR & LABRIOLA MARIE	15,383	12	Res/Bar		*
4-5-5	STORE/SHOP MDL-94	GOUVIN BRENDA JEANNE	2,365	12	Hair Salon/Res		8
4-7-1	REST/CLUBS MDL-94	HAN HENRY W S & AMIE SHZUHZ	5,377	15	Rest/Res		18
				422		Total	552-771

D'U' = Dwelling Unit

On an overall basis, without consideration of shared parking, the zoning requirement exceeds supply in the Study Area by approximately 80 to 300 spaces. However, upon further analysis, this parking shortage may not be as great as it appears. The former grain elevator building off of Cogswell Street is estimated to have a potential parking need of between 47 and 188 spaces at either an industrial or office use. There is very limited on-site parking available at present. However, it is assumed that this property will be redeveloped at some time in the future with sufficient on-site parking to meet its needs. With this adjustment, the range of required parking for the balance of the area is 505 to 583. **This results in a projected parking deficit in the study area of 33 to 111 spaces depending on use.**

This analysis also assumes that all vacant buildings are retained and occupied in the future. Based on the condition of some of the vacant buildings, this is a conservative assumption. If in fact buildings are demolished and the sites redeveloped, the estimate of future demand as well as parking availability would need to be modified.

#### Parking Strategy Going Forward

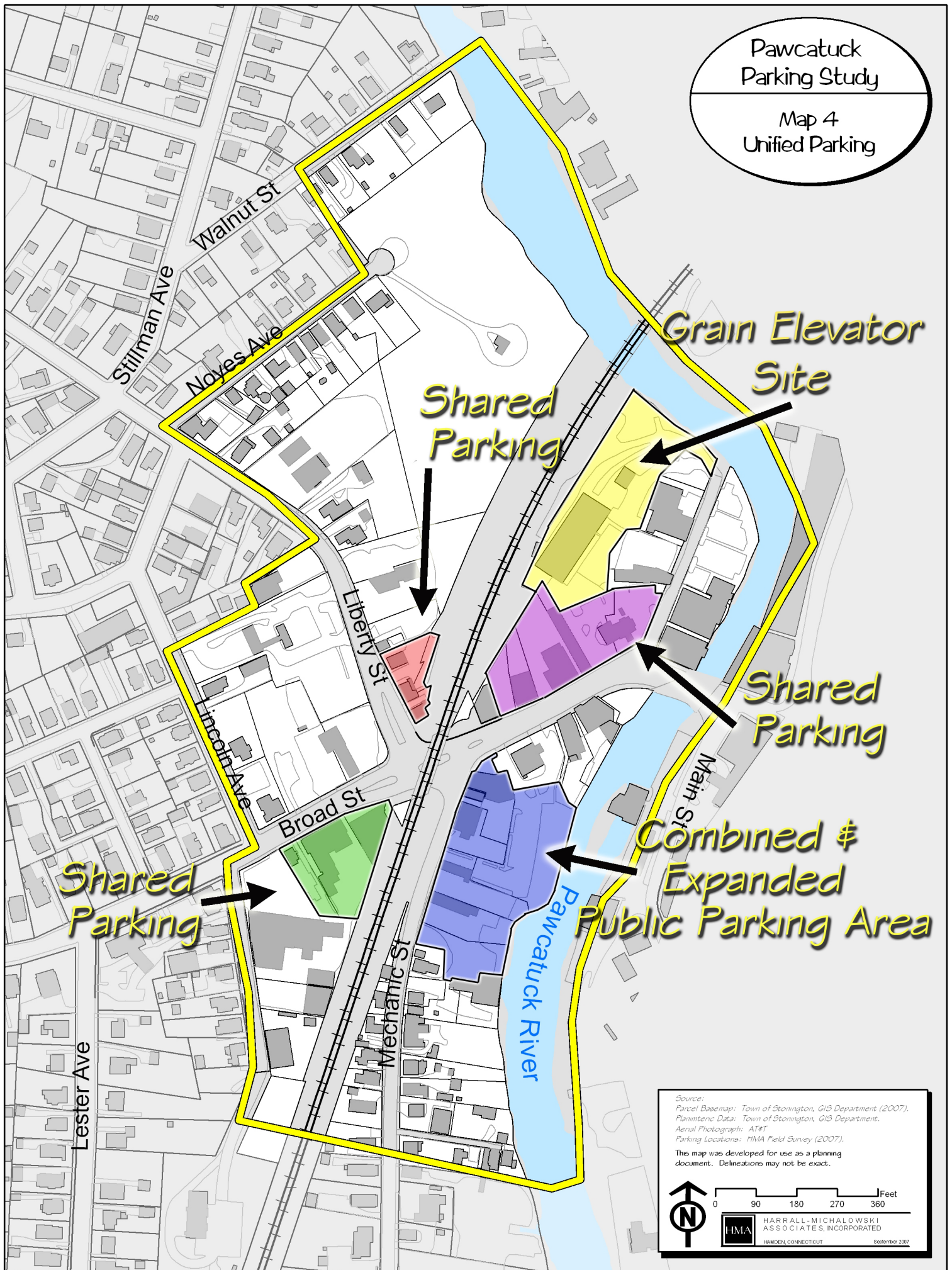
The Stonington Zoning Regulations presently provide for a reduction of on-site parking requirements in Section 7.10.2.6 (regulations are attached) to account for dedicated off-site or shared parking. To achieve this reduction, there is a requirement for a written agreement that runs with the land for the life of the shared parking arrangement between property owners. The Planning and Zoning Commission may require a parking study to evaluate parking availability and usage to be prepared by a traffic engineer. The cost of such a study must be paid by the applicant. While this approach of shared parking is a good one in concept, the practical aspects of achieving such cooperation among private property owners are difficult. Property owners are hesitant to give up future property rights and encumber deeds without clear benefits.

When the requirements are taken into consideration there is little, if any, incentive for a property owner to participate in such a shared parking scenario. This is particularly true for a property owner who already has sufficient parking on-site to meet zoning requirements. To provide any currently excess parking to another property owner limits the ability to change the physical capacity and/or use of their property in the future. This situation creates a disincentive to investment in property improvements and land use changes in the Downtown.

For these reasons, a partnership between government and property owners is needed to achieve an effective off-site shared parking program. An approach of unified parking available to serve all properties in the area makes sense for Pawcatuck. This approach provides the overall public benefits of strengthening the economic base in an area, increasing tax revenues, creating employment opportunities and providing residents of the community with convenient, safe parking. Map 4 shows the general location where such unified parking could be provided. These areas include the existing public parking lot to the south of W. Broad Street to be expanded, the grain elevator site and a combination of individual properties in other parts of the Downtown. Part of this program would be accessways and signage to increase convenience as well as visibility.

Pawcatuck  
Parking Study

Map 4  
Unified Parking



Source:  
Parcel Basemap: Town of Stonington, GIS Department (2007).  
Planimetric Data: Town of Stonington, GIS Department.  
Aerial Photograph: AT&T  
Parking Locations: HMA Field Survey (2007).

This map was developed for use as a planning document. Delineations may not be exact.



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### Changes In Regulations

The Stonington Plan of Conservation and Development contains a recommendation that the creation of a Village District for the Pawcatuck Downtown should be considered. The Village District legislation was passed in 1998 as Public Act 98-116 to enable zoning commissions to protect the distinctive character of an area. It is a very opportune time to coordinate the adoption of village district regulations, including design guidelines, with a parking program as well as the façade improvement program currently under discussion by the Pawcatuck Revitalization Organization and the Economic Development Commission. These regulation changes should be advanced as part of a new emphasis by the Town on the revitalization of Downtown Pawcatuck.

As part of the Village District adoption process, the Planning and Zoning Commission should consider regulations for parking tailored to the Pawcatuck downtown area. By creating a district limited to the Pawcatuck Downtown, such regulations would be different than other areas of Town. Specific regulation changes should include reduced parking requirements in conjunction with changes to the shared parking provisions currently in the zoning regulations. Zoning law requires that all properties within a zoning district be treated equally. This does not prevent the adoption of regulations unique to Pawcatuck. Currently, the zoning for the Pawcatuck downtown is DB-5 which is the same as Mystic. These two areas are different in many ways, therefore, a zoning district for each with controls specific to the character of the area is logical. Consideration should also be given to shared off-street loading areas to serve the Downtown.

### Potential Tax Base Impacts

The Pawcatuck Downtown is important to the Town in several ways. It serves as a gateway from Westerly and points to the east and is an important ingredient in the presentation of Stonington to the world. It serves residents and the business community and offers the opportunity for new investment. In terms of the tax base of Stonington, the area assessed value is \$17,995,100 as shown in Table 6. This represents approximately one percent of the current Town Grand List of \$2 Billion. Most of the properties in the area are assessed at under \$500,000 with only five properties, not including the fire station, in excess of that amount. An additional twenty properties have an assessment in excess of \$250,000, but less than \$500,000. Map 5 shows the location of these twenty-five properties. Several of the properties in the \$250,000 to \$500,000 category are currently vacant and in need of investment. Many of these properties are lacking sufficient on-site parking to meet zoning regulations which is an obstacle to investment. These properties are noted with a star on Map 5.

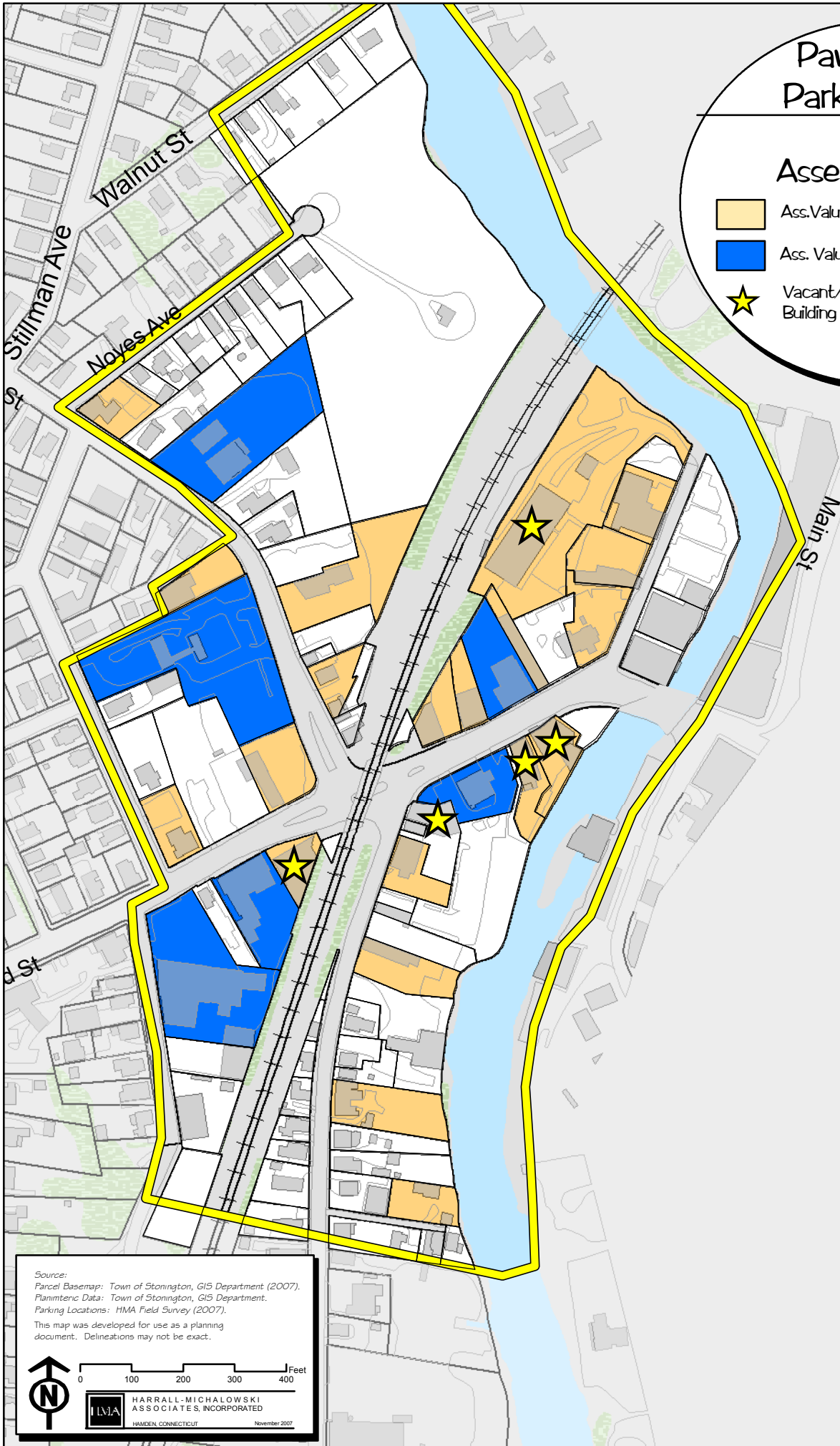
While an estimate of the potential increase in value from revitalization cannot be quantified at this time, an analysis of per square foot assessment differences between properties is useful. By way of example, the former grain elevator building is assessed at \$3.05 per square foot, another four basically vacant buildings have an assessment in the \$25 to \$32 per square foot range. The Peter Solomon building, vacant but currently under renovation, is assessed at \$25 per square foot. Developed properties such as Citizen's Bank assessed at \$108 per square foot, Tim Horton's at \$82 per square foot and Stonington Credit Union at \$43 per square foot show the potential for increased tax revenue from investment in currently vacant and/or underutilized properties. The possibility of increased tax revenues as well as a more vibrant Pawcatuck Downtown clearly justify a change from the status quo.

**Table 6**  
**Current Assessed Values**

PIN	Assessor Land Use	OWNER	Gross Bldg SQF	Stories	Bldg Value	Land Value	Outbldg Value	Total Value
1-3-17	PARK LOT	17 LIBERTY STREET LLC	0		\$0	\$113,400	\$10,000	\$123,400
1-3-18	STORE/SHOP	17 LIBERTY STREET LLC	5,362	2	\$100,300	\$142,500	\$10,500	\$253,300
1-3-19	PARK LOT	17 LIBERTY STREET LLC	0		\$0	\$104,500	\$12,000	\$116,500
1-3-20	STORE/SHOP	17 LIBERTY STREET LLC	456	1	\$17,400	\$78,000	\$0	\$95,400
1-3-21	STORE/SHOP	PHOUMINDR HATLASITH	8,928	3	\$219,000	\$104,500	\$2,700	\$328,500
1-3-21A	UNDEVELOPED LAND	PHOUMINDR HATLASITH	0		\$0	\$9,200	\$0	\$9,200
1-3-23	STORE/SHOP	WHIPPLE ENTERPRISES LLC	1,124	1	\$28,700	\$78,000	\$0	\$111,100
1-4-1	STATE OF CT	CONNECTICUT STATE OF	0		\$0	\$7,200	\$0	\$7,200
1-4-10	REST/CLUBS	TIM HORTONS(NEW ENGLAND) INC	2,891	1	\$236,900	\$95,600	\$13,500	\$346,000
1-4-13	STORE/SHOP	JPM MANAGEMENT LLC	6,622	2	\$291,800	\$96,800	\$18,900	\$407,500
1-4-16	INDUSTRIAL	VACCA ARCHITECTURAL WOODWORKING	12,056	2	\$174,300	\$94,500	\$4,000	\$272,800
1-4-18	COMMERCIAL	DECIANTIS FRANK C TRUSTEE	47,325	4	\$144,400	\$182,700	\$7,800	\$342,800
1-4-19	ACC CM LND	DECIANTIS FRANK	0		\$0	\$18,000	\$0	\$18,000
1-4-2	STORE/SHOP	HANSON DOUGLAS W	5,416	2	\$222,200	\$131,500	\$3,500	\$357,200
1-4-4	BANK BLDG	STONINGTON COMM CREDIT UNION INC	5,832	1	\$252,400	\$112,900	\$1,800	\$393,700
1-4-6	STORE/SHOP	SOLOMON PETER	15,777	3	\$396,800	\$151,900	\$9,000	\$598,000
1-4-7	OFFICE BLD	COASTAL ASSOCIATES	6,578	1	\$200,700	\$121,900	\$0	\$324,800
1-4-9	ACC CM LND	ATTERBURY SHIRLEY A	0		\$0	\$76,200	\$13,500	\$89,700
1-5-4	CONDOMINIUM	Multiple	2363 (1 Unit)	1	\$0	\$0	\$0	\$0
1-5-5	CONDOMINIUM	Multiple	11,546 (14 Units)	1	\$0	\$0	\$0	\$0
1-5-6	COMMERCIAL / CONDO	Multiple	5,670 / 9,870 (10 Units)	1	\$0	\$0	\$0	\$0
3-21-1	OFFICE BLD	PAUL CROSS ASSOCIATES	5,463	2.5	\$194,900	\$108,900	\$2,500	\$311,600
3-21-2	PARK LOT	MOBIL OIL CORP	0		\$0	\$165,200	\$0	\$165,200
3-21-3	RETAIL GAS ST	MOBIL OIL CORP	1,936	1	\$126,800	\$206,300	\$50,900	\$384,000
3-21-6	BANK BLDG	CHARTER OAK FEDERAL CREDIT UNION	5,339	1	\$261,300	\$158,200	\$73,800	\$631,700
3-21-7	STORE/SHOP	MCBRIDE DAVID F & CAROLYN C	5,304	1	\$134,200	\$107,300	\$9,000	\$250,500
3-28-1	MUNICIPAL TOWN	STONINGTON TOWN OF	0		\$0	\$50,500	\$0	\$50,500
3-28-10	MUNICIPAL TOWN	STONINGTON TOWN OF	0		\$0	\$38,800	\$1,700	\$40,500
3-28-11	FRATERNAL ORGANIZATION	PAWCATUCK WORKINGMENS CLUB INC	2,200	1	\$64,900	\$7,100	\$0	\$72,000
3-28-12	ACC CM LND	PAWCATUCK WORKINGMENS CLUB INC	0		\$0	\$57,000	\$4,000	\$61,000
3-28-2	STORE/SHOP	BLACKALL FREDERICK S	9,571	3	\$308,800	\$131,500	\$0	\$440,300
3-28-3	STORE/SHOP	BELLI JAMES Q	13,480	3	\$386,400	\$105,200	\$5,000	\$496,700
3-28-4	BANK BLDG	CITIZENS SAVINGS BANK	3,012	1	\$327,700	\$151,900	\$13,300	\$561,100
3-28-5	MUNICIPAL TOWN	STONINGTON TOWN OF	0		\$0	\$76,400	\$39,000	\$115,400
3-28-7	STORE/SHOP	VACCA STEPHEN C	4,647	2	\$44,800	\$108,900	\$0	\$153,700
3-28-8	STORE/SHOP	HANSON DOUGLAS W	1,892	2	\$61,300	\$46,900	\$0	\$108,200
3-28-9	REST/CLUBS	PAWCATUCK RIVER PROPERTIES LLC	7,352	2	\$217,900	\$74,500	\$8,000	\$300,400
4-5-1	STATE OF CT	CONNECTICUT STATE OF	0		\$0	\$7,200	\$0	\$7,200
4-5-2	STORE/SHOP	88 WEST BROAD LLC	5,848	1	\$149,900	\$103,800	\$4,500	\$258,200
4-5-3	INNS	FALCONE JOSEPH R JR & LABRIOLA M	15,383	3	\$670,900	\$125,100	\$5,400	\$801,400
4-5-5	STORE/SHOP	GOUVIN BRENDA JEANNE	2,365	2	\$79,600	\$42,500	\$10,800	\$132,900
4-7-1	REST/CLUBS	HAN HENRY W S & AMIE SHZUHZ	6,697	2	\$258,700	\$78,100	\$7,500	\$344,300
			<b>238,305</b>		<b>\$5,573,000</b>	<b>\$3,670,600</b>	<b>\$342,600</b>	<b>\$9,881,900</b>

# Pawcatuck Parking Study Map 5 Assessed Values

- Ass. Value \$250,000-\$500,000
- Ass. Value > \$500,000
- Vacant/Underutilized Building



Source:  
Parcel Basemap: Town of Stonington, GIS Department (2007).  
Planimetric Data: Town of Stonington, GIS Department.  
Parking Locations: HMA Field Survey (2007).  
This map was developed for use as a planning document. Delineations may not be exact.



0 100 200 300 400 Feet



HARRALL-MICHALOWSKI  
ASSOCIATES, INCORPORATED  
HAMDEN, CONNECTICUT

November 2007

## **7.9 MINIMUM RESIDENTIAL STANDARDS – ALL DISTRICTS**

The following gross floor area requirements shall be utilized in calculating allowed density in connection with any applications wherein a Floor Area Ratio (FAR) is controlling:

### **7.9.1 Required Gross Floor Area. (Table)**

<b>NUMBER OF BEDROOMS</b>	<b>REQUIRED GROSS FLOOR AREA</b>
Efficiencies 0	400 square feet
1	600 square feet
2	900 square feet
3	1200 square feet
Each additional	250 square feet each

## **7.10 OFF-STREET PARKING REQUIREMENTS**

[AMENDED: NOVEMBER 18, 1986; JUNE 1, 2004; SEPTEMBER 19, 2006]

Parking shall be a required accessory use for each use proposed and shall be shown on all site plans and evaluated in terms of need and sufficiency of design. Parking lots shall be designed to minimize impacts from stormwater, which are related to impervious surfaces.

### **7.10.1 General Requirements.**

Layout of on-site and off-site parking lots shall comply with the following:

- 7.10.1.1 Required Parking shall be provided at that rate required in Table 7.10.4.4, unless modified by the Planning and Zoning Commission in accordance with Section 7.10.2.
- 7.10.1.2 Parking areas shall be designed to preserve as much native vegetation as possible.
- 7.10.1.3 Parking areas shall include clear and visible travel ways with adequate means for turning around. Such travel ways shall be designed in accordance with Table 7.10.4.5.
- 7.10.1.4 Parking areas and required parking spaces shall be on the lot proposed for development and shall be under single



ownership and control, except where off-site parking has been arranged in accordance with Section 7.10.2.

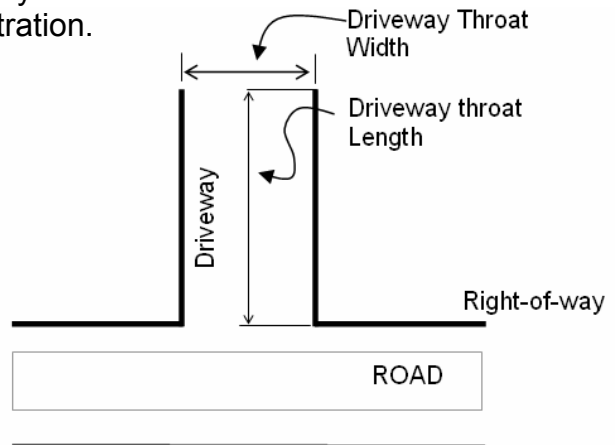
7.10.1.5 Parking space dimensions shall be provided in accordance with Table 7.10.4.5, except for required parking for the handicapped individuals in compliance with 7.10.3.

- .1 Paved parking areas shall be marked using white traffic pavement marking paint to indicate individual spaces.
- .2 Travel direction and entrance and exit ways shall be marked using white traffic pavement marking paint.

7.10.1.6 Parking spaces shall be separate from access drives. Site access drives shall be provided in accordance with 7.10.1.7.

7.10.1.7 Driveway Throat.

- .1 Width.
  - .1 Residential, less than eight (8) parking spaces – 15 feet
  - .2 One (1) way travel, non-residential and residential, greater than or equal to eight (8) parking spaces – 15 feet minimum.
  - .3 Two (2) way travel, non-residential and residential, greater than or equal to eight (8) parking spaces – 24 feet minimum.
- .2 Length. Shall be provided in accordance with Table 7.10.1.8.
  - .1 Measurement. Driveway throat length is measured along the centerline of the driveway from the back edge of the driveway apron and the nearest vehicle aisle or circulation road. Dimensions in Table 7.10.1.8 refer to the distances from, or along, the edge of the right-of-way.
  - .2 Illustration.



**7.10.1.8 Site Access Drive Requirements. (Table)**

<b>DEVELOPMENT TYPE</b>	<b>MINIMUM DRIVEWAY THROAT LENGTH</b>
Commercial/Industrial with greater than 200,000 gross leaseable square feet	200 feet
Commercial/Industrial with signalized access driveways	50 feet
Commercial/Industrial with unsignalized driveways, and Attached Housing	20 feet

- .1 The Planning and Zoning Commission may reduce the requirements in Table 7.10.1.8 in the DB-5, LS-5 and CS-5 to a minimum of ten (10) feet.

- 7.10.1.9 The Planning and Zoning Commission may require deceleration lanes for traffic entering the site, if deemed necessary for the safety of the public.

**7.10.2 Modifications to Parking Regulations.**

To improve site design and enable flexibility, the Planning and Zoning Commission may modify the parking regulations by Special Use Permit in accordance with the following requirements, provided the activity is permitted in the underlying zoning district:

- 7.10.2.1 Insufficient Parking. Where the minimum or maximum number of spaces required by these regulations is insufficient, the Planning and Zoning Commission may increase required parking.
- .1 The Planning and Zoning Commission may require an increase in parking spaces up to 25 percent of the required minimum.
- .2 The Planning and Zoning Commission shall be guided by the nature, intensity and mix of the proposed use and accessory uses, including projected attendance, the number of employees, visitors or customers, the experience of similar facilities elsewhere, and the location of overflow parking available to the proposed use.

- 7.10.2.2 Excessive Parking/Phased Parking. Where the minimum number of spaces required by these regulations is excessive, as determined by the Planning and Zoning Commission based on use and characteristics of the site, the Planning and Zoning Commission may approve a site plan with a reduction in required parking spaces up to 25 percent of the minimum, provided:
- .1 An area equivalent to the size of the reduction is set aside for possible future parking, and is designated as such on the site plan. The set-aside area shall comply with all size and location requirements of a parking lot, except that it shall be landscaped instead of paved.
  - .2 If at any time, the Planning and Zoning Commission determines that all or a portion of such "future parking" space is needed, the Planning and Zoning Commission shall notify the owner in writing and shall provide the owner a reasonable time period in which to construct a parking lot in accordance with these regulations.
  - .3 The Planning and Zoning Commission may require bonding in accordance with Section 8.6 of these regulations to assure that the additional parking spaces could be constructed if it were determined to be necessary.
- 7.10.2.3 Parking Reductions. The Planning and Zoning Commission may reduce the on-site parking requirement through Special Use Permit for properties in the CS-5, DB-5 and LS-5 districts, provided:
- .1 The reduction of parking shall not exceed 40 percent of the required parking under Table 7.10.4.4
  - .2 Reductions in parking may be granted for operations with a high turnover of parking use.
  - .3 Reduction in parking may be applied only to customer parking. Parking for employees must be provided as required by the use, and may not be reduced in favor of available on-street parking.
  - .4 Reduction of parking shall not apply to residential uses.
  - .5 Sufficient on-street parking is available within 500 feet. Sufficiency shall be determined based on a parking study in accordance with Section 7.10.2.7.
- 7.10.2.4 Dedicated Off-Site Parking. Required parking for a non-residential use in the DB-5 zone may be located off-site by

Special Use Permit from the Planning and Zoning Commission under certain circumstances. Use of this provision is solely within the discretion of the Planning and Zoning Commission, and subject to the requirements of these regulations. Requests for off-site parking must satisfy the following requirements:

- .1 The off-site parking shall be located so that it will adequately serve the use for which it is intended. In making this determination the following factors, among other things, shall be considered by the Planning and Zoning Commission:
  - .1 The proximity of the off-site parking facility in relation to the use served.
  - .2 The type of use intended to be served.
- .2 Off-site parking may not be appropriate for operations with a high turnover of parking use.
- .3 All required parking spaces shall be located within the Town of Stonington and within a radius of 500 feet of the use served.
- .4 Where off-site parking is provided, there shall be a pedestrian walkway, built in accordance with Section 7.10.6.2.5 of these regulations, provided between the parcel upon which the use is located, and the parcel upon which the off-site parking is located. Pedestrian connections within the parking lot shall be well-integrated with the buildings or uses it is designed to serve.
- .5 Where required parking facilities are provided on land other than the lot on which the building or use served by such facilities are located, they shall be and remain in the same possession and ownership as the lot occupied by the building or use to which the parking facilities are accessory, the Planning and Zoning Commission may authorize the use of leased, off-site land for the provision of required parking, with an agreement in accordance with Section 7.10.2.6.
- .6 Where off-site parking provision is requested, the applicant may be permitted to provide a maximum of 50 percent of the required parking in the off-site facility.

7.10.2.5 Shared Parking. Shared parking opportunities exist where the individual uses, such as office, retail and restaurants will experience peak parking demand at different times. In such



cases the Planning and Zoning Commission may authorize the reduction in parking through special use permit by recognizing the opportunity to share common parking spaces. In no case shall the shared parking be reduced by more than 50 percent of the amount required by the combined uses. Shared parking may be used in the following circumstances:

- .1 In a mixed-use development, when there are two or more land uses that have differences in their principal operating hours or seasons, thereby allowing utilization of the same parking spaces;
- .2 Where uses in a mixed-use development, although having similar operating hours, will in fact be geared to the same users thus reducing the demand for parking spaces; or
- .3 In the case of two or more structures or uses on the same lot, or contiguous lots, the Planning and Zoning Commission may approve a shared parking arrangement. The Planning and Zoning Commission may reduce the parking requirement for the use requiring fewer spaces, provided:
  - .1 A finding is made by the Planning and Zoning Commission that the proposed capacity will substantially meet the intent of these regulations.
  - .2 In a mixed use development, there are two or more uses which have differences in their principal operating hours, thereby allowing the utilization of the same parking spaces.
  - .3 The use is located within 500 feet of the shared parking facility.
  - .4 There shall be a pedestrian connection between the parking lot and the use(s).

7.10.2.6 Agreements. Where a Parking Reduction involves Dedicated Off-Site Parking or Shared Parking, there shall be an agreement, in writing between the parties, for the construction, use and maintenance of the parking area.

- .1 The agreement shall stipulate responsibilities and cost allocation arrangements to maintain the parking area in compliance with standards set forth in these regulations.
- .2 The agreement shall be guaranteed by a covenant identified on the site plan and filed with the deed of each participating property binding each participating

owner and his successors in interest for the life of the joint use of the facility. Any covenant for such shared use shall be in a form acceptable to the Planning and Zoning Commission and the Town Attorney.

- .3 The agreement shall assure the continued availability of the off-site parking facilities for the use they are intended to serve.
- .4 The agreement cannot be amended without Planning and Zoning Commission approval.
- .5 If a use is enlarged, changed or terminated, the Planning and Zoning Commission shall have the discretion to terminate the approval of such joint use or require full compliance for each separate use upon finding that conditions justifying joint use no longer exist.
- .6 The agreement shall be filed on the Land Records of the Town of Stonington.

7.10.2.7 **Parking Assessment.** The Planning and Zoning Commission may require a parking inventory and needs assessment prepared by a Professional Engineer, registered in the State of Connecticut, with expertise in traffic engineering, as part of the application for the modification of parking regulations. The Parking Assessment shall evaluate the parking availability and usage on the premises and adjacent properties, and shall address, at a minimum, the following issues:

- .1 Physical layout of the development.
- .2 Number of spaces for each of the individual land uses.
- .3 Types of parking users (e.g., employees, residents, or hotel guests who park all day or customers and visitors who park for short periods of time).
- .4 Hourly accumulation of parking for each land use.

**7.10.3 Handicapped Accessible Parking Facilities.**

Off-street parking requirements for the handicapped shall be provided in conformance with Section 14-253a of the Connecticut General Statutes, and the Connecticut Building Code (Sec. 29-252, as amended), with regard to location, size, marking, signage, and required number of handicapped accessible spaces based on use and size of parking lot. Parking spaces for the handicapped shall be as close as possible to a building entrance or walkway leading directly to a building entrance and shall be adjacent to curb cuts or other unobstructed methods permitting

sidewalk access to a handicapped person. For all uses in commercial and industrial zones, and parking lots in excess of eight (8) parking spaces in residential zones, the minimum number of parking spaces for the handicapped shall be provided in accordance with the Building Code.

- 7.10.3.1 Van Parking. Where handicapped accessibility is required, a minimum of one (1) van parking space shall be provided, and additional van spaces shall be provided at a rate of one (1) van space for every eight (8) handicapped accessible parking spaces required. The van parking space shall be of such size as to accommodate a van designed for wheelchair elevation and transport.
- 7.10.3.2 Signage. Handicapped accessible spaces shall be designated by above grade signs with white lettering against a blue background and shall bear the words "Handicapped Parking Permit Required" and "Violators will be fined". Such sign shall also bear the international symbol of access.

**7.10.4 Parking Space Requirements.**

Parking spaces shall be provided in sufficient number to accommodate the motor vehicles of all occupants, employees, customers, and any others normally visiting the premises at any one time as may be required by the Planning and Zoning Commission. Spaces shall be provided in not less than the number indicated in Table 7.10.4.4 unless modified by the Planning and Zoning Commission as provided in Section 7.10.2.

- 7.10.4.1 The Planning and Zoning Commission shall determine the required parking for all uses not included in Table 7.10.4.4. Standards. The Institute of Traffic Engineers shall be used as a guide in determining such required parking. If the calculated number of spaces is not an integer, it shall be rounded up to the next larger integer.
- 7.10.4.2 Parking Surface. The parking surface shall be treated with bituminous paving products. The Planning and Zoning Commission may allow an alternate surface if the use is a low traffic generator and the Planning and Zoning Commission is satisfied with maintenance provisions. Alternate surface means crushed stone, gravel, or pavement blocks, grass, or other materials deemed appropriate to the use.
- .1 Proposals for alternate parking surfaces shall be delineated on the site plan, and shall be discussed in the impact statement associated with the application.

- .2 Any unpaved portions of a parking area shall be graded and infilled, and maintained to avoid dust, erosion, excessive water flow across public ways or other adjacent property.
- .3 Where appropriate, the use of porous pavement and/or specially designed brick or block should be considered to increase on-site water retention for plant material and groundwater recharge and to reduce problems related to stormwater runoff.

7.10.4.3 Buildings or projects providing multiple uses or accessory uses on a site or parcel shall provide spaces as required above for all proposed uses, except when modified by the Planning and Zoning Commission as provided under Sections 7.10.2.3, 7.10.2.4, and 7.10.2.5.

7.10.4.4 Minimum Off Street Parking Requirements. (Table)

USE/ACTIVITY SERVED	PARKING SPACES REQUIRED	
	MINIMUM	MAXIMUM
Auto Service / Fire Stations	1 per bay + 1 per 200 SF of other gross building area	No maximum
Churches	1 per each 4 seats	No maximum
Congregate Living Facilities	0.8 per unit + 1 per 10 units +1 per employee	No maximum
Convalescent Homes	1 per 3 beds + 1 per employee	No maximum
Day Care Center (all types)	1 for each 5 attendees	No maximum
Home Occupations	1 per 200 SF in use	No maximum
Hotels – Motels	1 per room + 1 per employee	No maximum
Housing for the Elderly	1 per dwelling unit + 1 per 3 units	No maximum
Marinas/ Yacht Clubs (Exclusive of parking for on site uses)	1 per 2 berths or slips	1 per berth or slip
Manufacturing: Assemble/Fabrication/Packing	1 per 1000 SF or 1 per employee (whichever is	No maximum



**Stonington Zoning Regulations**  
As Amended through August 1, 2007

USE/ACTIVITY SERVED	PARKING SPACES REQUIRED	
	MINIMUM	MAXIMUM
	greater) +1 per 5000 SF	
Medical Clinics	1 per 200 SF floor area	1 per 350 SF floor area
Offices: General - Professional	1 per 250 SF floor area	1 per 225 SF floor area
Outdoor Vendors	4 per vendor or display + 1 per each vendor vehicle	No maximum
Residential: Single/Duplex/Triplex	2 per dwelling unit	No maximum
Residential: Attached	2 per dwelling unit + visitor parking at 1 per 4 units	No maximum
Residential: DB-5 Zone All Types	1 per dwelling unit	No maximum
Restaurants: DB-5/LS-5 Zones and any Non-Conforming Restaurant Use	1 per four seats plus 1 per employee	No maximum
Restaurants: GC-60/TC-80/MC-80	1 per 3 seats +1 per employee	No maximum
Sales: Retail/Wholesale ≤ 10,000 Square Feet of Floor Area	1 per 200 SF floor area	1 per 175 SF floor area
Sales: Retail/Wholesale > 10,000 Square Feet of Floor Area	1 per 250 SF floor area	1 per 225 SF floor area
Schools	1 per 15 students	No maximum
Theaters	1 per 3.5 seats	No maximum
Undertakers	1 per 5 seats	No maximum
Warehousing – Storage	1 per 2000 SF or 1 per employee (whichever is greater)	No maximum

**7.10.4.5 Parking Lot Size Requirements. (Table)**

PARKING ANGLE	MINIMUM SPACE LENGTH	MINIMUM SPACE WIDTH	MINIMUM AISLE WIDTH WITH ROW OF SPACES	
			ON ONE SIDE	ON BOTH SIDES
0 (zero degrees) vehicle parallel to curb, one way aisle	23 feet	9 feet	Aisle 12 feet	Aisle 12 feet
			BAY 22 FEET	BAY 32 FEET

PARKING ANGLE	MINIMUM SPACE LENGTH	MINIMUM SPACE WIDTH	MINIMUM AISLE WIDTH WITH ROW OF SPACES	
			ON ONE SIDE	ON BOTH SIDES
0 (zero degrees) vehicle parallel to curb, two way aisle	23 feet	9 feet	Aisle 24 feet	Aisle 24 feet
			Bay 34 feet	Bay 44 feet
45 (forty-five degrees) One way aisle	20 feet	9 feet	Aisle 17 feet	Aisle 17 feet
			Bay 38 feet	Bay 59 feet
60 (sixty degrees) one way aisle	20 feet	9 feet	Aisle 20 feet	Aisle 20 feet
			Bay 42 feet	Bay 64 feet
90 (ninety degrees) perpendicular to curb one or two way aisle	18 feet	9 feet	Aisle 24 feet	Aisle 24 feet
			Bay 42 feet	Bay 60 feet

**7.10.4.6**

Bicycle parking facilities shall be provided as part of new multi-family developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots.

- .1 Bicycle parking requirements shall apply to all new construction, changes of use, or substantial improvement
- .2 Bicycle parking spaces shall:
  - .1 Provide a convenient place to lock a bicycle and shall be at least six (6) feet long, two (2) feet wide, and shall provide at least seven (7) feet of vertical clearance, unless a bicycle locker is provided.
  - .2 Be capable of locking the bicycle and supporting the bicycle in an upright position.
  - .3 Be securely anchored to a supporting surface.
- .3 Bicycle parking shall not interfere with pedestrian circulation, and shall be separated from automobile parking
- .4 For any use where bicycle parking is required, if the vehicular parking is covered or partly covered the bicycle parking will be covered at the same ratio.
- .5 Bicycle racks shall be located at each main building entrance, and placed in an area that is highly visible.

**7.10.5 Off-Street Loading Berths.**

Residential uses with a gross floor area of 10,000 square feet or more and any commercial and industrial uses, which require deliveries or shipments must provide off-street loading facilities in accordance with the requirements specified in Table 7.10.5.3. Loading berths shall be provided as follows:

7.10.5.1 The following standards shall be utilized in designing and locating loading berths:

- .1 Each berth shall have unobstructed access lanes of 12 feet in width.
- .2 Each berth shall be 15 feet wide, 50 feet long, and provide 15 feet of vertical clearance.
- .3 Each berth shall not include any other parking spaces.
- .4 Each berth shall not be located in any required buffer or front, side, or rear yards.
- .5 Each berth shall be screened from adjoining residential properties by a stockade fence and a ten (10) foot wide planting strip.
- .6 Off-street loading berths shall be located and designed so that the vehicles are completely contained within site boundaries while loading and unloading.
- .7 Vehicle maneuvering necessary to utilize the off-street loading space shall take place within site boundaries and may not require stopping, or backing to, from, or on any public thoroughfare, whenever possible.
- .8 Loading Spaces are required to be paved with Bituminous Concrete. The Planning and Zoning Commission may allow an alternative surface, provided that the use is of a nature that the alternative surface is capable of supporting the intensity of loading operations.

7.10.5.2 Loading areas are not required when located on a parcel, or contiguous parcels of land of 10,000 square feet or less, for the following uses:

- .1 Medical or dental clinics
- .2 Non-retail uses (including personal service establishments)
- .3 Office buildings
- .4 Schools
- .5 Hotels and Motels

**7.10.5.3 Minimum Loading Spaces. (Table)**

<b>BUILDING AREA</b>	<b>MINIMUM NUMBER OF BERTHS</b>
0 SF - 15,000 SF	1
15,001 SF 25,000 SF	2
25,001 SF or greater	3

**7.10.6 Off-street Parking Lot Design Requirements.**

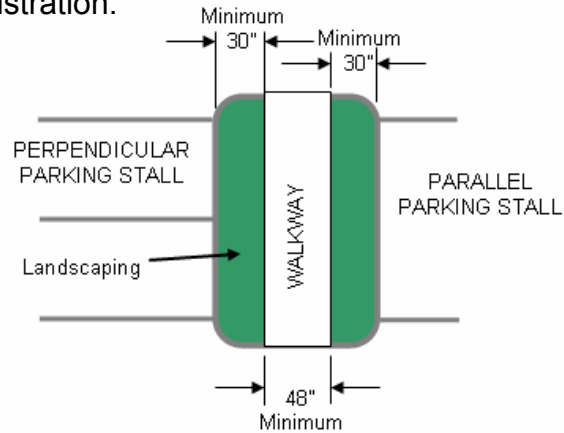
Each parking area must be appropriately designed, suitably landscaped and presented for evaluation to the Planning and Zoning Commission as a portion of a site plan submission in conformance with the following minimum standards:

- 7.10.6.1 Site design shall make every effort to preserve as much of the native vegetation as possible. All proposed landscaping shall be clarified on the plan as to location, botanical name, and size at time of planting, and expected dimensions at maturity.
- 7.10.6.2 All Off-Street Parking Areas, with the exception of single-family, duplexes and triplexes, shall:
- .1 Provide a minimum of 20 square feet of interior landscaping for each parking space.
  - .2 Landscaped Islands design requirements:
    - .1 Islands shall be required to indicate and assure safety and efficient channelization of both pedestrian and vehicular traffic and to separate the major access routes through the parking area from parking aisles.
    - .2 Each separate landscaped area shall contain a minimum of 300 square feet, and shall have a minimum width of nine (9) feet, shall be planted with grass or small shrubs, and shall include at least one deciduous tree of not less than two (2) inch caliper, at least ten (10) feet in overall height immediately after planting.
    - .3 When possible, stormwater runoff shall be directed to sunken vegetated islands that are designed to filter and infiltrate stormwater. The use of rain gardens in this manner shall be

- incorporated into the stormwater management system. However, when curbing is used, it shall be granite.
- .4 The use of deciduous shade trees with ground cover or low shrubs as the primary landscape material within parking lots. The use of tall shrubs and low-branching trees that restrict visibility shall be discouraged.
  - .5 Planting islands which are parallel to parking spaces should be designed to provide for vehicular door opening.
  - .6 Planting islands which are perpendicular to parking spaces shall allow for overhanging of parked vehicles.
  - .7 Island and parking areas shall be arranged in the interest of efficient snow removal to assure maximum safety for both pedestrian and vehicular traffic.
- .3 Trees used in parking lots shall be of fast growing, hardy variety, or existing trees where appropriately located. Their species, varieties, and sizes shall be indicated on the plan by location and schedule.
  - .4 All trees shall be placed or protected so as to avoid damage by vehicles.
  - .5 Pedestrian walkways shall be provided to enable safe movement within the parking lot, and shall connect the parking lot to all buildings on the property, and to public sidewalks, where available or planned.
- .1 Walkways shall be a minimum of four (4) feet wide, and there shall be a minimum of 30 inches of landscaped overhang for adjacent parking spaces, on each side of the walkway.
  - .2 Walkways shall be handicapped accessible.
  - .3 All walkways should be raised to a standard sidewalk height and shall be constructed of a different pavement material than the parking lot.
  - .4 The use of Bituminous Concrete for pedestrian walkways may be allowed in conjunction with a multi-purpose trail connection, and shall be prohibited for any other pedestrian walkway. The multi-purpose trail connection shall be a minimum of ten (10) feet wide and built in accordance with Town Standards.



**.5 Illustration.**



7.10.6.3 All parking lots of 20 car spaces or more shall, in addition to the requirement of 7.10.6.2, provide the following:

- .1 One (1) tree for every ten parking spaces or fraction thereof located on landscaped islands interior to the parking area.
- .2 Perimeter shade trees shall be planted at the following rate:
  - .1 One (1) shade tree shall be planted for every 40 feet of parking lot perimeter. The shade trees do not have to be planted on center.
  - .2 One (1) shade tree shall be planted for every 40 feet of parking aisle. The shade trees do not have to be planted on center.
  - .3 Additional shade trees may be necessary to effectively shade/screen the parking lot.

7.10.6.4 Frontage Strip Landscaping. All parking areas shall provide a frontage strip satisfying the following requirements:

- .1 Any parking located in a required side, or rear yard shall be separated from the property line by a landscaped buffer strip in accordance with Table 7.10.6.7.
  - .1 No parking space or access drive shall be located closer than permitted in Table 7.10.6.7.
  - .2 The location of parking along the side, or in the rear of the building is encouraged.
- .2 When a parking lot abuts a street, a landscape strip shall be provided in accordance with Table 7.10.6.7. The landscape strip is required along the entire frontage of a parking lot, measured from the inside

edge of the public sidewalk. If no sidewalk exists, the strip is measured from the road right-of-way. The landscape strip may contain sidewalks and be crossed by access drives. When the area inside the walk is less than six (6) feet in width, a hedge, wall, berm, or raised planter of at least 30 inches in height must be provided. Frontage strip landscaping is not required for single-family, duplex or triplex residences.

7.10.6.5 Minimum Frontage Landscape Width. (Table)

<b>TOTAL NUMBER OF PARKING SPACES</b>	<b>MINIMUM LANDSCAPE STRIP WIDTH</b>
0-49	10 feet
50-100	15 feet
101-250	20 feet
251 +	25 feet

7.10.6.6 Buffer Requirements. All parking lots shall buffer adjacent residential land uses.

- .1 Required buffers may be entirely landscaped, a combination of stone or wood fencing with landscaped elements, or may combine a berm with landscaped elements depending upon the uniqueness of the property and the characteristics of the adjacent property.
- .2 An evergreen buffer with a minimum four (4) foot overall height at the time of construction, shall be designed with sufficient density, height and depth to effectively screen automobile headlights.
- .3 Minimum berm or planted screen shall be a minimum of ten (10) feet wide. The Planning and Zoning Commission may deem additional area as required.
- .4 Buffers shall be provided in accordance with Table 7.6.10.7, and may be waived by the Commission by a  $\frac{2}{3}$ <sup>rds</sup> vote when adjacent topography, or other factors including road right-of-way width provide sufficient protection.

**7.10.6.7 Minimum Parking Lot Buffer Requirements. (Table)**

<b>ADJACENT ZONE</b>	<b>ADJACENT LAND USE</b>	<b>MINIMUM BUFFER WIDTH*</b>
RH-10	All uses	10 feet
RM-15, RM-20, RA-15, and RA-20	All uses	15 feet
RA-40, RR-80, RC-120 and GBR-130	All uses	20 feet
GC-60, MC-80, M-1, TC-80, LI-130, HI-60	Residential uses	25 feet
DB-5, LS-5, CS-5	Residential uses	20 feet, May be reduced to 0 feet by the Commission
DB-5, CS-5, LS-5, GC-60, MC-80, M-1, TC-80, LI-130, HI-60	Commercial and Industrial Uses	0 feet

\* The Property Use is also required to comply with the underlying Zoning District Buffer Requirements. The more restrictive buffer shall apply.

**7.10.7 Drainage.**

Drainage shall be designed by a Professional Engineer licensed in the State of Connecticut and shall meet the following standards:

7.10.7.1 Adequate data shall be submitted, basing calculations and capacity on a 25-year storm.

7.10.7.2 Run-off shall not cross sidewalks or direct lines of pedestrians.

7.10.7.3 Use of drywells in adequate soil types is encouraged.

7.10.7.4 Surface pitch shall be shown.

7.10.7.5 All areas shall have curbs at least six (6) inches high.

[EDITOR'S NOTE: FORMERLY ZR 6.31 (1961)]